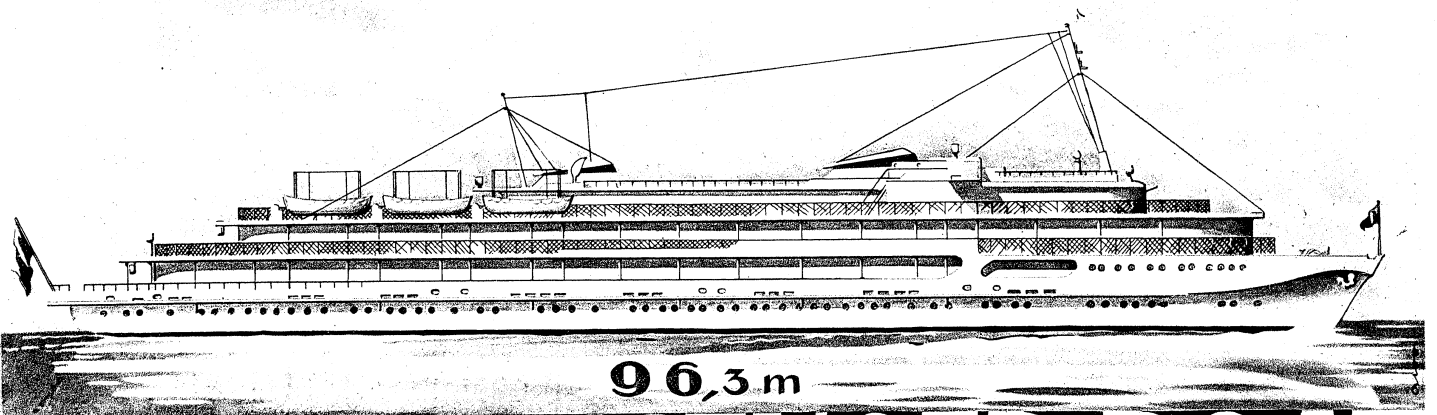


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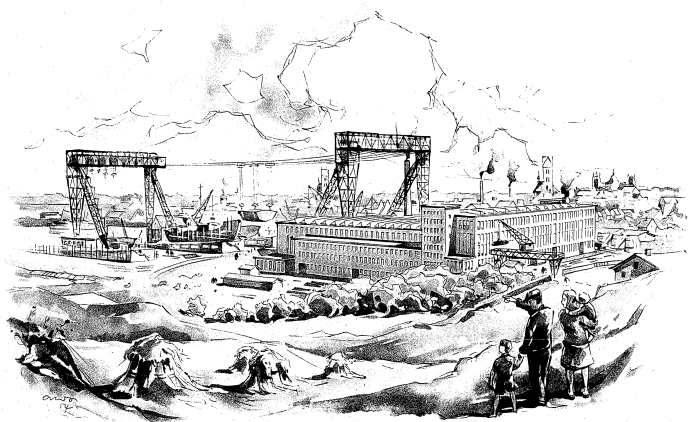
STAT

*Nationally-owned
shipbuilding*



96,3 m

RIVER PASSENGER BOAT

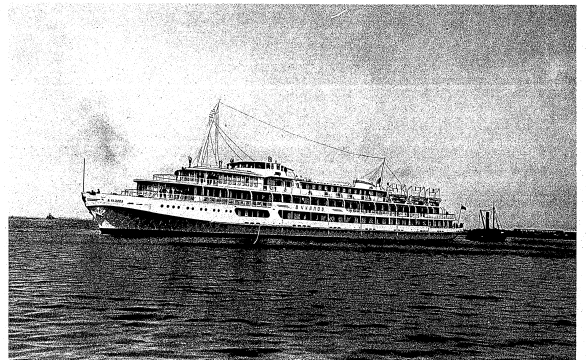


Matthias Thyssen Shipyard, nationally-owned

A

t an over-all length of 96.3 m. and a width of 14.3 m, this ship represents the largest type of a series of river passenger-boats which the German Democratic Republic has been commissioned to build. This creditable commission must be regarded as a to-

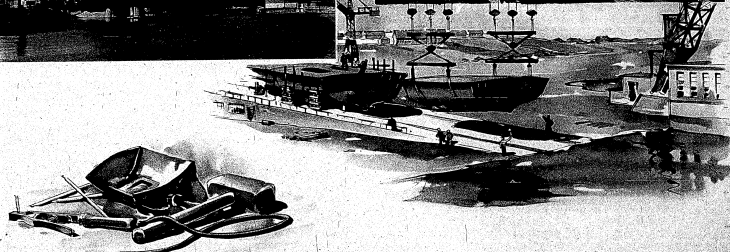
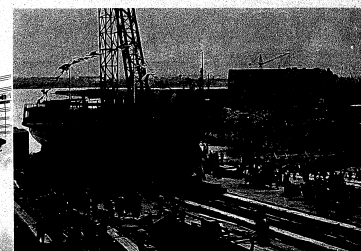
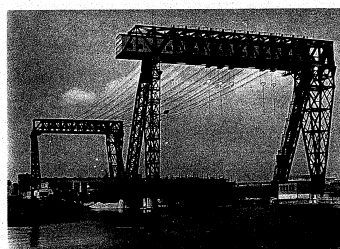
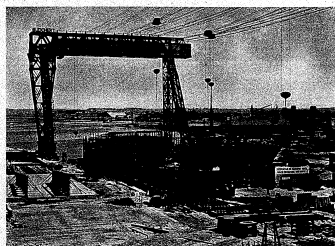
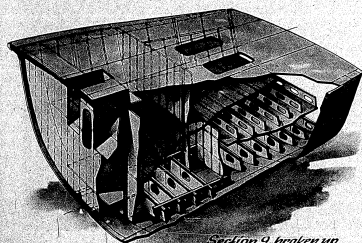
ken of the trust which the friendly Soviet Union puts in German craftsmanship. The ship will serve in the transportation of passengers on rivers and the larger lakes. It will also carry a limited amount of refrigerated cargo.





M

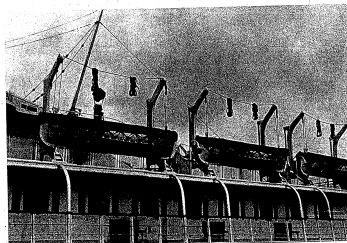
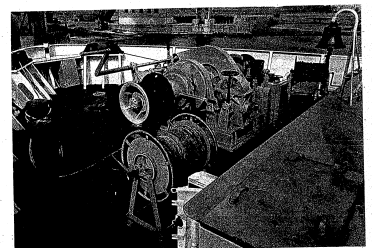
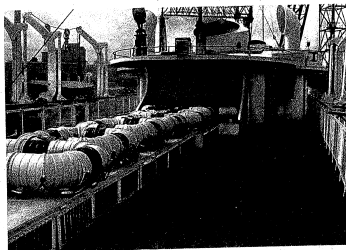
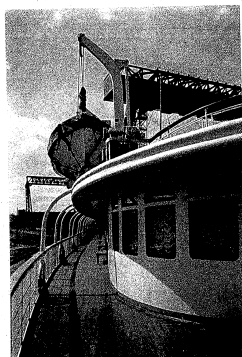
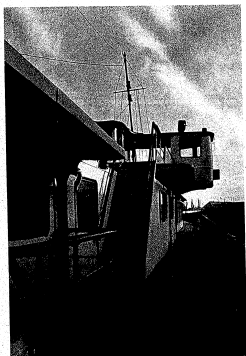
odern shipbuilding requires efficient building methods. The section system was therefore used in building these river boats. The body was partitioned into 11 main sections, these in turn being divided into subsections. The assembly of the main sections is done in special installations.

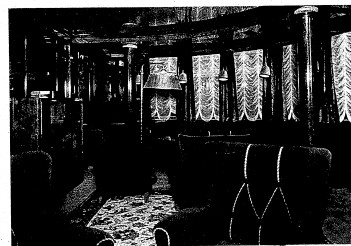
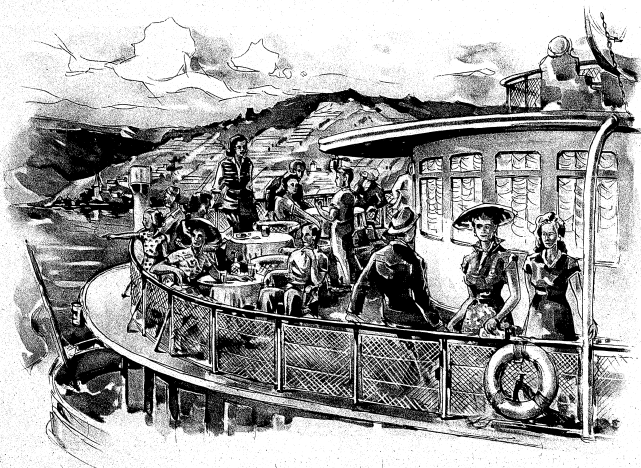


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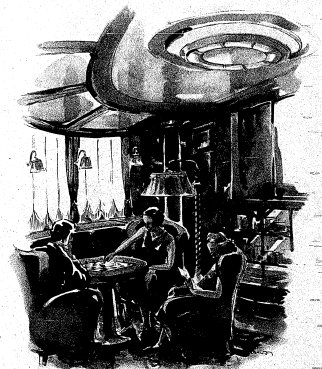
he river boats are furnished with all

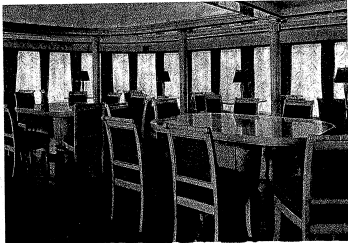
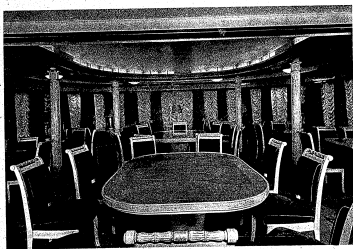
life-saving equipment required. Life boats and gear are of light alloy metal. Comfortable traveling is assured by the benches and wicker chair sets on the middle- and boat-deck which invite to a pleasant trip.



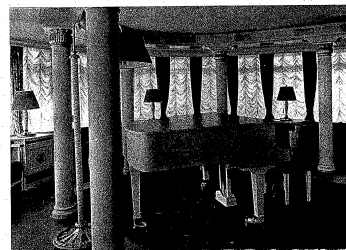


*T*he reading- and recreation-room carries a note all its own. The walls of polished grained walnut, together with the dark green upholstery and the warm shade of the polished birch ceiling give an air of intimacy to the room.





*T*he dining-room of the upholstered class is done in specially light shades. The colour of the room is determined by the light birch used for wainscoting and furniture, the warm blue of the fabrics and the lovely cream colour of the raw silk blinds. The room has indirect lighting.

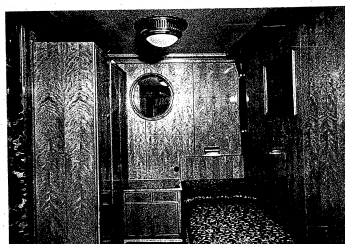


*G*reen, ivory, and gold dominate in the music room. Ceiling pieces and works of the plastic arts serve to adorn the room. Partitions have been enlivened by cracked lacquer on gilded background. A "Blüthner" semi-grand piano points to the purpose of the room.





*T*he captain's stateroom is furnished for representation purposes. Wainscoting and furniture are done in Caboon. The bedroom of clouded birch is shut off from the living room by a curtain. Both rooms are furnished to meet most fastidious demands.



GENERAL ARRANGEMENT PLAN · SIDE VIEW AND DECK PLANS ·

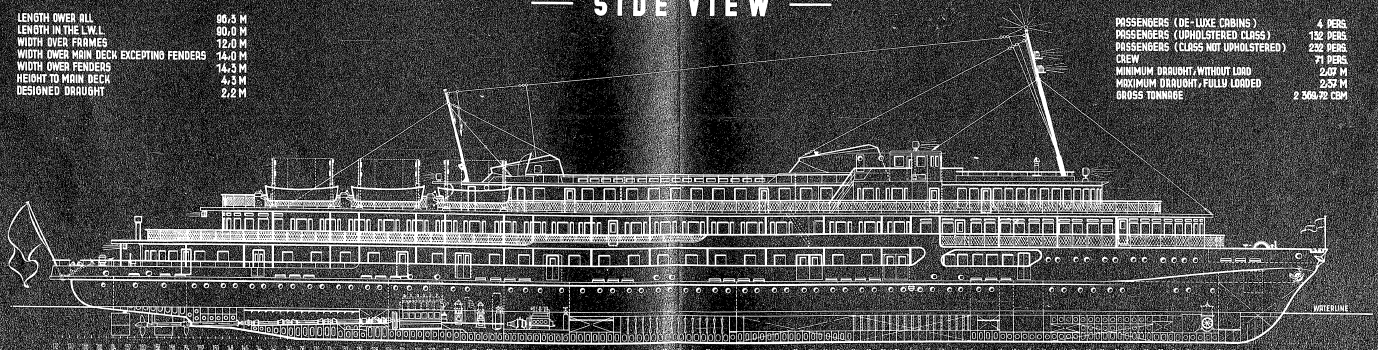
1

GENERAL ARRANGEMENT PLAN

— SIDE VIEW —

LENGTH OVER ALL 60.5 M
 LENGTH IN THE L.W.L. 50.0 M
 WIDTH OVER FRAMES 12.0 M
 WIDTH OVER MAIN DECK EXCEPTING FENDERS 14.0 M
 WIDTH OVER FENDERS 14.5 M
 HEIGHT TO MAIN DECK 4.5 M
 DESIGNED DRAUGHT 2.2 M

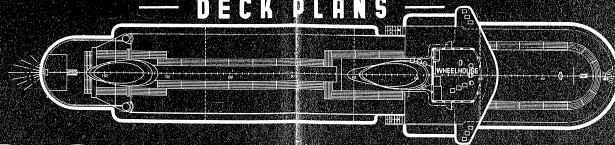
PASSENGERS (DE-LUXE CABINS) 4 PERG.
 PASSENGERS (UPHOLSTERED CLASS) 132 PERG.
 PASSENGERS (CLASS NOT UPHOLSTERED) 232 PERG.
 CREW 71 PERG.
 MINIMUM DRAUGHT, WITHOUT LOAD 2.07 M
 MAXIMUM DRAUGHT, FULLY LOADED 2.57 M
 GROSS TONNAGE 2 500.72 GRT



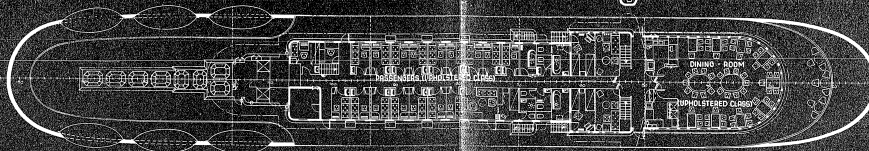
GENERAL ARRANGEMENT PLAN

DECK PLANS

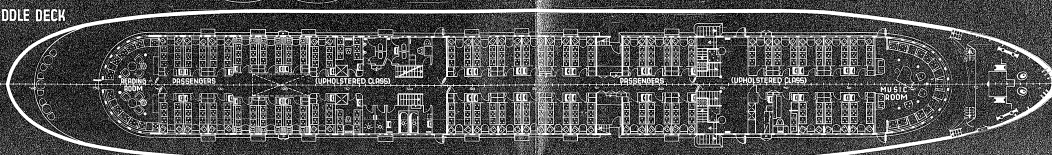
BRIDGE DECK



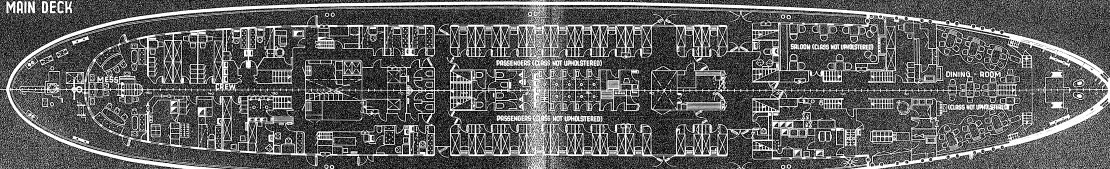
BOAT DECK



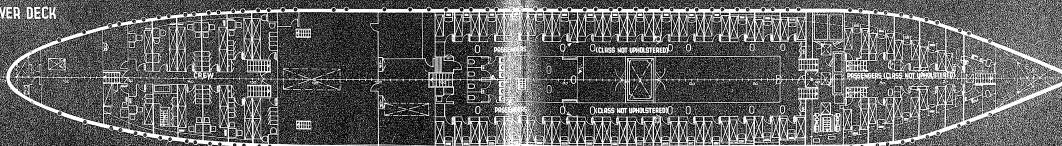
MIDDLE DECK



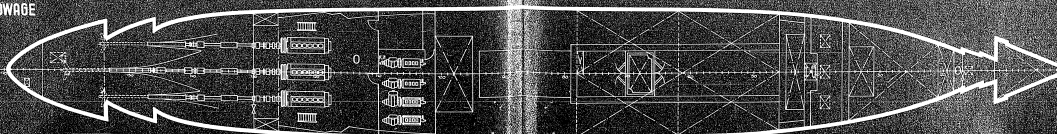
MAIN DECK



LOWER DECK

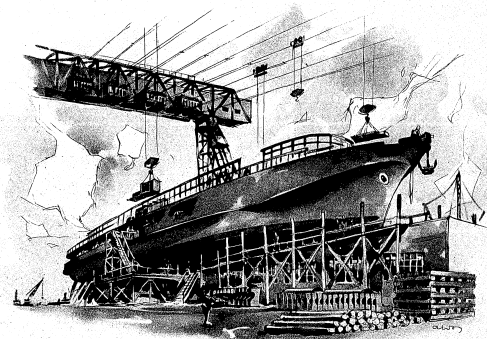


STOWAGE



U

nder consideration of the stress to which the ship is exposed in heavy sea on great lakes, the dimensions of the constructional elements comply with registered regulations. Generally, steel "ST 37" and light metal alloys "Hy 3" and "H 5" were used. Light alloy parts were riveted, all steel parts welded together electrically.



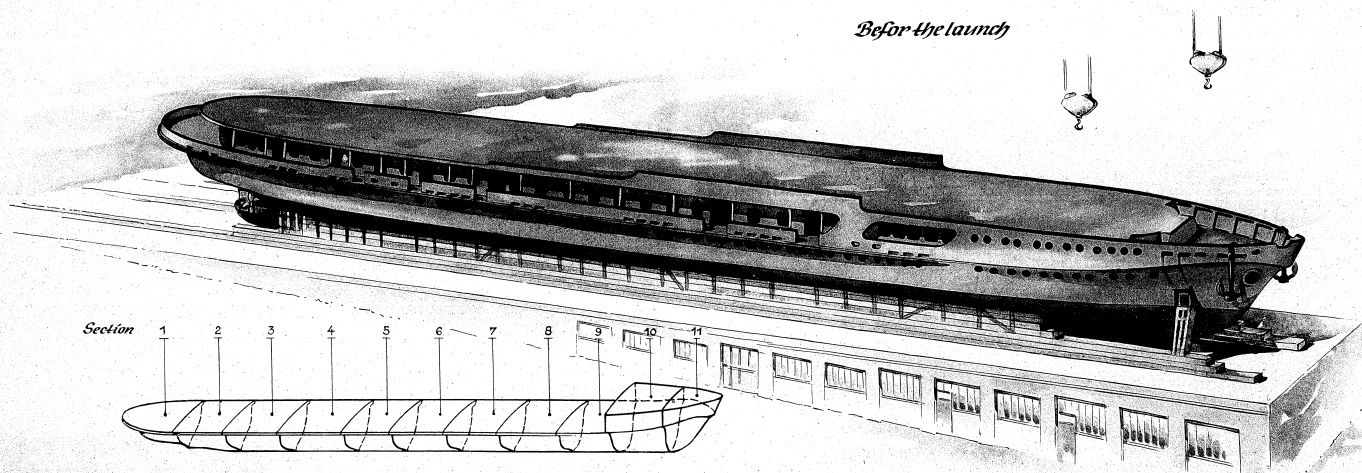
U

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*5 views
of entire ship*

SLIP ASSEMBLY

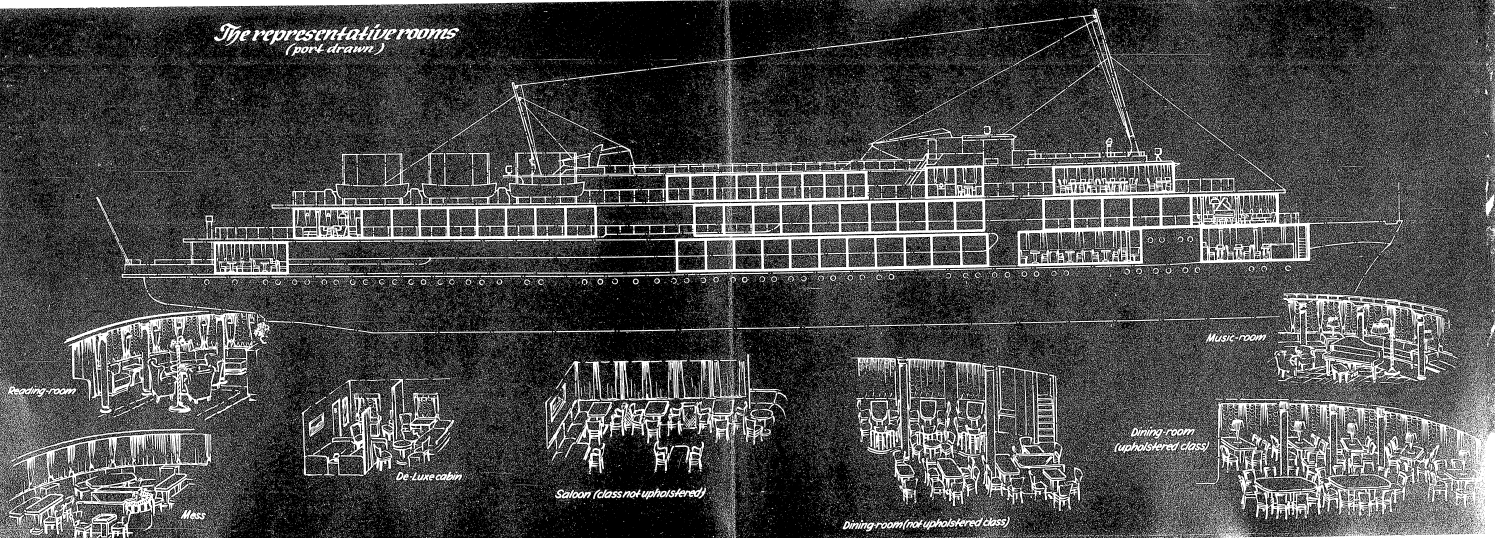
Before the launch



*P*assengers and crew are accommodated separately in cabins located on the various decks. Sufficient space has been allotted to drawing rooms, sanitary installations, and culinary department. All living rooms have access of light from outside.

INTERIOR OF SHIP

The representative rooms
(port drawn)

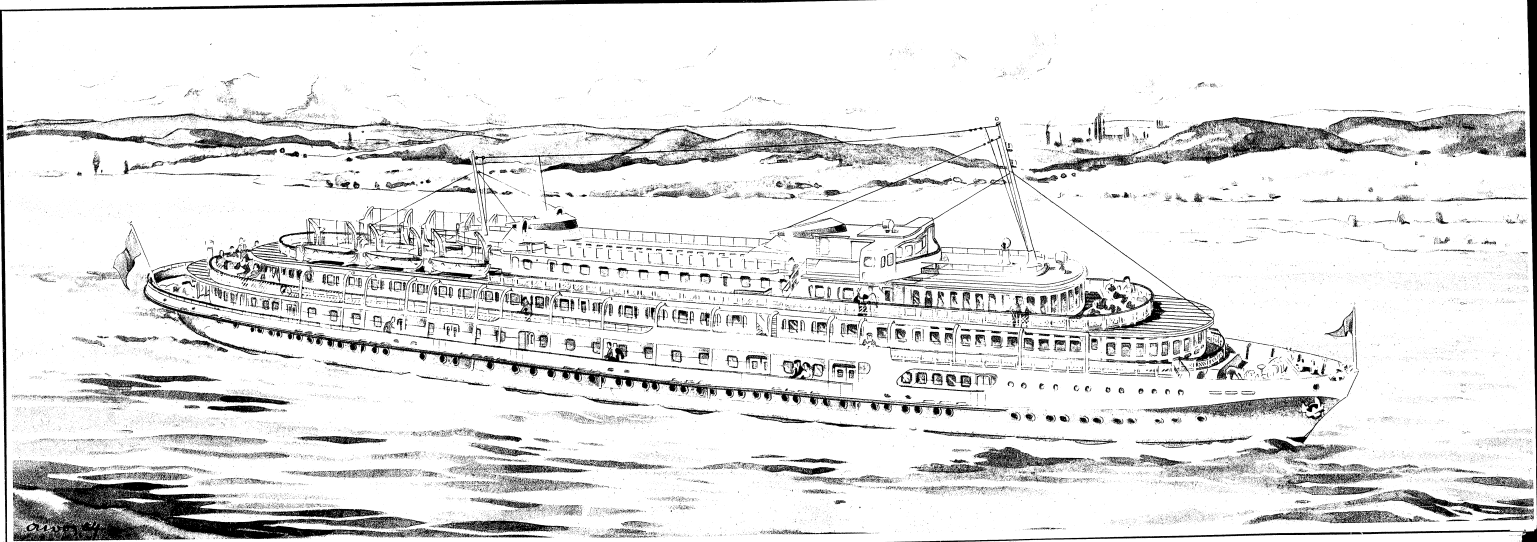


I

n designing the ship special care has been spent on its outside shape. The horizontal line is dominating, the front ends of the deck houses are fully rounded, the funnels streamlined. The ship is a triple-screw vessel, on flat plate keel, containing 5 decks.

GENERAL VIEW

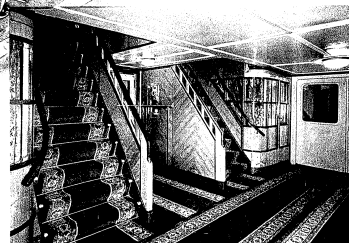
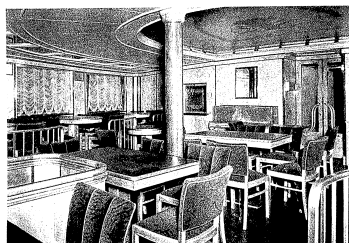
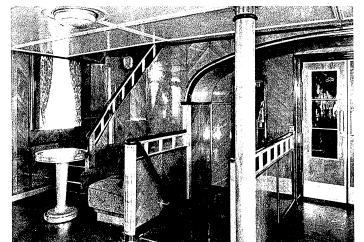
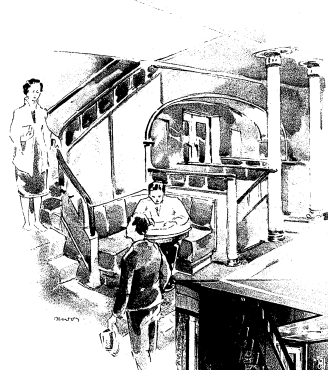
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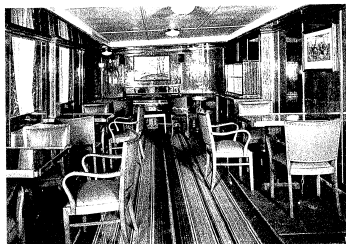
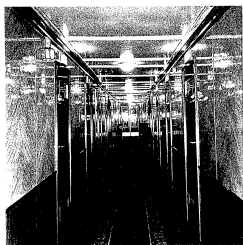
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*T*he dining-room of the class not upholstered has been furnished with special care. Crewmembers have a mess of their own, which is one of the most smartly designed rooms in the ship. Bath rooms are decorated in previous rare woods. For practical reasons the walls of the corridors are covered with "Linkrusta" wall paper, which by its variously scarred surface enlivens the wall spaces.



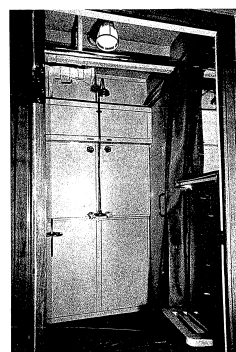
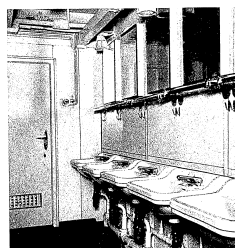
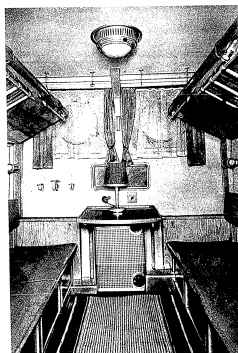
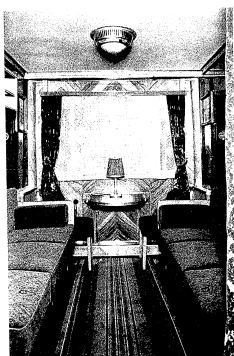
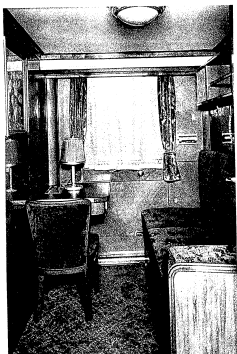
*T*he vestibules are of uniform design. Rare woods are used for wainscoting. Comfortable sitting arrangements and decorative mirrors round off the effect. The floor is covered with trimmed carpet runners in special design.



*T*he De-Luxe cabins are furnished according to their appointment. Colours in unobtrusive shades and precious rare woods have been used. Living and sleeping space are separated by a heavy curtain. Each of the apartments has a bathroom of its own.

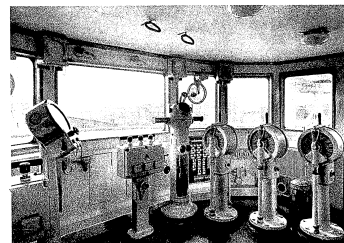
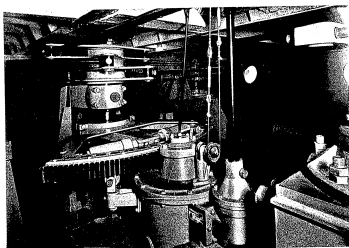
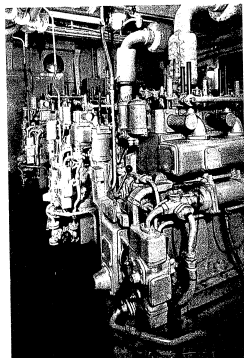
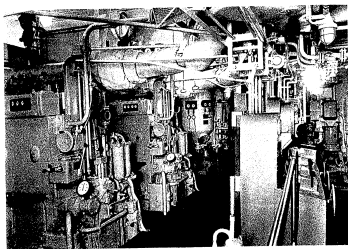
*F*or passengers of the class not upholstered a separate saloon is reserved. Wainscoting and furniture are polished Macoré. One galley serves the two dining-rooms. The galley for passengers adjoins several store- and pantry-rooms.





On the lower and main deck are situated the cabins of the class not upholstered, whereas those of the upholstered class are on the middle and boat deck. The cabins are furnished with every possible convenience.

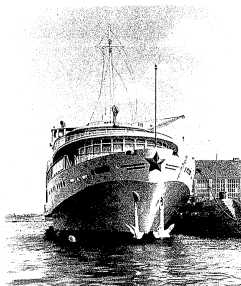
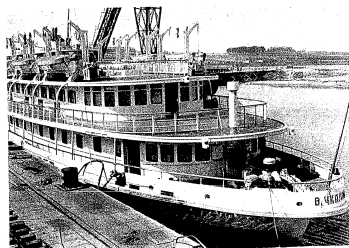
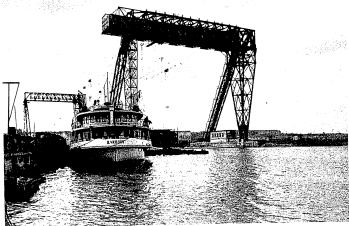
Sanitary installations for passengers and crew are provided in sufficient number. Their facilities will meet all requirements of modern sanitation.



*M*ain engine room with the three engines, maneuvering platform, and emergency engine room with 100 H.P. Diesel engines.

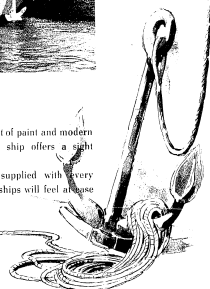
Manoeuvring is done by a triple rudder with quadrant, controlled by a Leonard unit.

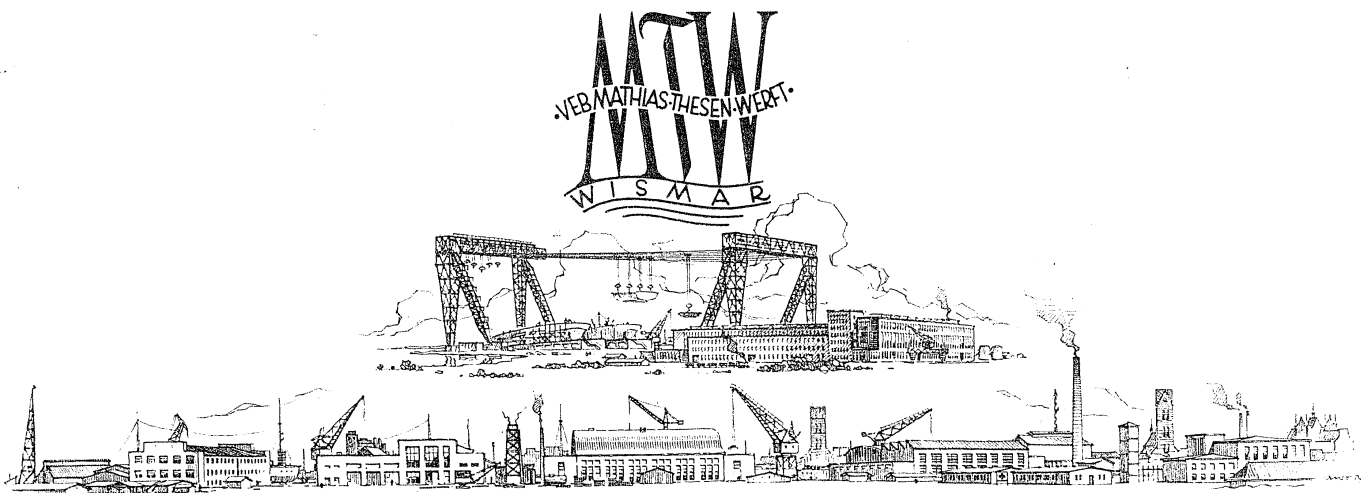
*T*he control board to steer the vessel is located in the wheel house. View of the stern rudder stand, magnetic compass, chart table, and three engine telegraphs. The helm-angle indicator may simultaneously serve as telegraph, and in case of damage will transmit orders to the emergency rudder stand.



With its white coat of paint and modern streamline the ship offers a sight pleasing to the eye. The passengers who will be supplied with every possible convenience on these ships will feel at ease during their trip.

Best wishes for many a pleasant trip!





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